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Approved For Release 2003/08/11 : CIA-RDP82-00457R005600300006-5

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CLASSIFICATION ~~SECRET~~

COUNTRY Soviet Zone of Germany

REPORT NO. [REDACTED]

TOPIC Wittstock Airfield

EVALUATION See below

PLACE OBTAINED [REDACTED]

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DATE OF CONTENT June and early July 1950

DATE OBTAINED [REDACTED] DATE PREPARED 31 July 1950

REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. & TYPE) [REDACTED]

REMARKS

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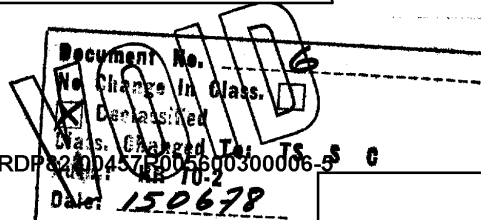
1. The runway at the Wittstock (N 54/U 11) airfield was under construction, but neither crushed stones nor concrete had been laid on 24 June 1950. It was 70 meters wide. About 15 German women were digging out cement stakes formerly used to mark the airfield boundaries. The limestone factory in the northeastern corner of the field was no longer operating. The railroad spur track to the factory was heavily overgrown with weeds and was not serviceable. Ten air force soldiers were using three caterpillar tractors to uproot trees on the northeastern edge of the field. *
2. The radar set in the southeastern corner of the field was not in motion. It was not activated when the noise of aircraft engines was heard from the east.
3. The two searchlights available at the field were augmented by an additional two on 28 June 1950. One searchlight had previously been set up in the northeastern corner of the field every night. A radar set was moved to that place after 27 June 1950. It was emplaced beside the searchlight. This was not the same set as the stationary one previously observed. The searchlight was mounted on a four-wheel trailer, to which was coupled a small car with a generator. A cable led across the field to this position. **
4. The guard detail at the field was increased at the beginning of the Korean crisis. The guards were doubled and sentries

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had to patrol the area at night. Most of the officers were restricted to quarters. Every officer who left the field had to register his destination. It was learned from officers that a sort of alert had been ordered. ***

25X1A * Comment. The information on the construction work and the status of the work on the runway was confirmed by other reports. It is assumed that the runway will not be completed before early September 1950.

** Comment. The set is reported for the first time.

*** Comment. The information is received for the first time.

25X1A The officers mentioned are members of the fighter corps headquarters. Similar measures were not observed at other airfields.

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